

**Cultural Resources Identification for the Rivers S Unit Access Road and Carty Unit
Pedestrian Trail on the Ridgefield National Wildlife Refuge, Clark County, Washington**

A Study Commissioned by the U.S. Fish and Wildlife Service

Requisition # 0040120188

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Summary

Archival research and field survey for cultural resources subject to Section 106 process of the National Historic Preservation Act of 1966 was conducted on several land parcels pertaining to the River S Unit Access Road Project and the Carty Unit Pedestrian Access Project on or adjacent to the Ridgefield National Wildlife Refuge, Clark County, Washington. The surveys revealed no cultural resources subject to Section 106 processes, and it is recommended that the River S Unit Access Road Project and the Carty Unit Pedestrian Access Project proceed.

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Purpose, Scope of Work and Background

The scope of this work was to conduct background research, field pedestrian survey, cultural resource documentation and report preparation for the River S Unit Access Road Project and the Carty Unit Pedestrian Access Project (areas identified in Figures 1-7) on or adjacent to the Ridgefield National Wildlife Refuge, Clark County, Washington.

The U.S. Fish and Wildlife Service (FWS) proposes to use Federal Highway Administration (FHA) funds to improve the River S Units access road on Ridgefield NWR, in Clark, County, Washington. In addition the FWS will develop a pedestrian trail to link the residential area of the town Ridgefield with the Carty Unit. As such the projects are 'undertakings' subject to the Section 106 process of the National Historic Preservation Act of 1966 (NHPA). This work was contracted to identify any cultural resources in the area of potential effects (APE) of these two projects. The FWS will use the information in this report to carry out the Section 106 process with the Washington State Historic Preservation Office (SHPO), and affected Indian Tribes.

Record Search Results

A search of the Washington Information System for Architectural and Archaeological Records Data (WISSARD) returned no registered archaeological sites within 1000' (300m) of any search area defined in this report. One historical site was identified within 1000' (300m) of the Southern end of Carty Unit Pedestrian Pathway Area B (Roadside), located on the E side of NW Main Avenue. This is a single-family dwelling of unknown construction date, located on Ridgefield tax parcel 406000116421 (see Figure 5). No report or recommendation attends this record.

Archaeological Expectations

Although no archaeological or historical sites were identified in the records search, fieldworkers were selected according to their familiarity with the historic and precontact archaeology of the Lower Columbia River and the Ridgefield National Wildlife Refuge (RNWR) in particular. All surveyors had at least two seasons' archaeological experience on the RNWR. Figure 1 indicates the survey areas. Broad archaeological expectations in each survey area, based on its topography, impact by historical construction and knowledge of precontact land use in the region, are discussed below.

River S Access Road Area (Figure 2)

This survey area is predominantly a mid-20th-century road (South Refuge Road) constructed into a steep canyon slope north of Flume Creek (which is diverted by a culvert beneath the railroad tracks and into Lake River). Facing West on the road one walks steeply down from an elevation of roughly 250 feet ASL at the junction with South Hillhurst Road to 40 feet ASL at Lake River in about .2 miles (c..32km). The roadway itself is hard-packed gravel. To the South, the terrain drops steeply into Flume Creek. If any aboriginal or historical cultural resources existed here before the construction of the road they likely would have been buried by tailings from road construction. On the other side of the road (North) the terrain is often on a 40°-60° slope, making it unlikely to have accumulated any artifacts. In short any pre-road activity here would likely have introduced artifacts downslope, into Flume Creek, where they would be buried by the tailings from Flume Creek, and archaeological expectations of discovery here were low.

River S Access Road Turnout / Railway Area (Figure 3)

This survey area encompasses a turnout and maintenance area for the Union Pacific railway running N/S, adjacent to and paralleling the East bank of Lake River. The entire survey area modern surface is artificial, constructed and modified in the past 50 years as evidenced by the artificial grade and the cutting of the level area into the steep hillside forming the South margin of Flume Creek. In pre-railroad times (continuous construction on

the Union Pacific railroad began in 1900) the area would have been the steep canyon mouth of Flume Creek (see above), which currently flows into Lake River via a culvert under the railway. It was considered possible that historical artifacts could be found adjacent the railway (the survey area specified only examining the land Eastward of the railway).

River S Entry Station Areas A and B (Figure 4)

These survey areas encompass a meadow adjacent to the West bank of Lake River (area A) and a section of historically-constructed road just North of the existing U.S. Fish and Wildlife Service kiosk at the entrance to the River S Unit (area B). The low meadow (area A) is periodically fully or partially flooded in winter and spring, and would have been more commonly flooded in pre-dam times. It would likely, therefore, not have been a candidate for aboriginal or Euroamerican settlement and habitation. The area could have been used agriculturally by Euroamericans, and for a variety of resource-processing functions by aboriginal people, so archaeological expectations here were that nearly anything other than dense habitation remains might be found.

River S Federal Highways Structural Drilling Sites (Figure 16)

The Federal Highways project to replace the existing Lake River automobile bridge included drilling 21 3-inch (7.6cm) diameter test boreholes of various depths (averaging 80 feet or 24m) near the bridge. All boreholes except for C13019, C13081, C13013 and B13005 penetrated largely construction fill associated with the construction of the Union Pacific Railroad, the lower portion of South Refuge Road, the automobile bridge crossing Lake River and the road leading from the bridge to the FWS kiosk (boreholes B13002, C13014 and C13015 penetrated the floor of Lake River). Though each would penetrate some historical and precontact strata, the small-diameter (3-inch or 7.6cm) bore was expected to make it exceedingly unlikely to recover artifacts or even some feature material from such samples. Still, it was thought that small items, such as lithic debitage, and distinctive matrices, such as hearth matrix, might be encountered.

Carty Unit Pedestrian Pathway Area A: Canyon (Figure 5)

This survey area encompassed the canyon and slopes East of Gee Creek South of where it is admitted, by a culvert, under the Union Pacific railroad, roughly .10 miles (.16km) WSW of the current Ridgefield National Wildlife Refuge Carty Unit offices. To the West of Gee Creek in this area is a heavily-constructed area including concrete buttressing for the Union Pacific railroad. The canyon lands East of Gee Creek, however, are not apparently disturbed, and could have been occupied in precontact or early historical times, as they are well above pre-dam flood levels (around 16 feet or 4.9m ASL) averaging 20 feet (6m) ASL (the nearby Cathlapotle village site averages 19.3 feet or 5.9m ASL). While the elevation is sufficient for habitation without constant flooding, the terrain is steep, and Lower Columbia habitation sites are normally situated on more level terrain. It was expected that throughout this survey area, historic and/or precontact cultural remains might be found, including informal garbage dump areas for the town of Ridgefield (due to the proximity to residential buildings dating to at least the mid-20th Century AD) and special-use / processing sites (e.g. camas processing) of aboriginal origin.

Carty Unit Pedestrian Pathway Area B: Roadside (Figure 6)

This area extends roughly South of the Canyon area described above. It includes ground immediately adjacent to, and West of, the South portion of North Main Street, crossing Gee Creek (where North Main Street becomes North Main Avenue) and terminating where North Main Avenue turns in a South South-Easterly direction at the Northernmost terminus of residential housing in the City of Ridgefield. This area is topographically similar to Pathway Area A (see above) and was expected to have the same archaeological potential.

Carty Unit Pedestrian Pathway Area C: USFWS Office Parcel (Figure 7)

This area encompasses a field bounded to the North, South and West by access roads around the RNWR offices, and to the East by North Main Street. It ranges in elevation from 75 feet (23m) to 95 feet (29m) ASL and is well-dried upland terrain free of vegetation other than grasses. Augering by John Daehnke in similar fields adjacent, West and South of this area, did not yield artifacts or features. Such upland areas considered to have been too far from the water for aboriginal habitation, though historical Euroamerican occupation favored

uplands. This area was considered to have a moderately high likelihood of yielding cultural resources.

Field Methods

Each area defined in the above sections was surveyed on foot by the author accompanied by personnel experienced in identifying the historic and precontact archaeology of the Ridgefield area; namely Mr. Bill Cornett, Ms. Katje Hopkins and Ms. Sarah Taylor, both of the latter having both taken and acted as assistants on the author's archaeological field school on the Ridgefield National Wildlife Refuge. Mr. Cornett has participated in field archaeology on the Ridgefield National Wildlife Refuge since 1991.

Personnel were spaced 10m apart while traversing the survey areas, often pausing to examine rodent tills, which can unearth artifacts such as debitage and culturally-altered matrix including burnt earth ('bisque'); 155 such tills were examined in the various survey areas (most in the meadow composing River S Entry Station Area A). A 10x hand lens was used to examine parent soil occasionally, when surface humus was temporarily cleared to reveal soil. Stone and glass items found during survey were examined with the lens to identify usewear and/or thermal modification. Representative items of human manufacture were photographed, and are included in this report as Figures.

Subsurface testing was carried out only in two, 10-cm diameter augers placed to a depth of 1m immediately adjacent to boreholes C13018 and C13019, the matrix being screened through 1/8" wire mesh.

Results of Fieldwork

River S Access Road (Map: Figure 2)

The road survey (Figure 8) identified only modern cultural artifacts, debris including an AA battery, a pair of polycarbonate-lens sunglasses, a soda can of modern manufacture, and a rubber band. Note that to the South of the road the terrain drops off steeply into a canyon containing Flume Creek (Figure 9) and that North of the road (Figure 10) there is a steep embankment exposing Troutdale Formation sands, gravels and boulders. If this exposure were visible in aboriginal times (precontact until c.1833AD) the outcrop might have been used as a quarry for quartzites (favored for use as lithic-working hammerstones: see Smith 2004) and coarse yellow sand (seen clearly in Figure 11). Just such an isolated lens of coarse, yellowish sand has been identified at a possible aboriginal special-purpose processing site on Bachelor Island, about 1.3 (2.0km) distant (Smith 2011), though its utilitarian use is unknown. If aboriginal activity in this area did produce artifacts and/or features, however (e.g. quarrying traces) they would long ago have been eroded downhill into the Flume Creek drainage, which was not in the survey area.

In sum, no aboriginal or historical artifacts or features were identified in the survey.

River S Access Turnout / Railway Area (Map: Figure 3)

The turnout survey identified only modern cultural artifacts, debris including iron fragments bearing modern manufacture marks (Figure 12). Note that to the East of the railroad in part of this area, the terrain is a steep embankment exposing Troutdale Formation sands, gravels and boulders (Figure 13), some cobbles from which have apparently rolled onto the railroad tracks and there have been struck by trains (Figure 14), as evidenced by the recent flake scar, still containing pulverized quartzite fragments that are normally eroded away by water action when found in aboriginal archaeological contexts. As in the River S Road Access area (see above), if this exposure were visible in aboriginal times (precontact until c.1833AD) the outcrop might have been used as a quarry for quartzites and coarse yellow sand (Figure 11), as found at a possible aboriginal special-purpose processing site on

Bachelor Island, mentioned above. If aboriginal activity in this area did produce artifacts and/or features, however (e.g. quarrying traces) they would long ago have been eroded downhill into Lake River, which was not in the survey area.

In sum, no aboriginal or historical artifacts or features were identified in the survey.

River S Entry Station Area A (Map: Figure 4)

This meadow of low-lying, relatively flat, overbank sediment parent terrain (Figure 15 looks South, with Lake River to the left) was bounded by Lake River to the East, an artificial dyke dating to the 1930's AD to the West, a stand of trees 150m to the South of the access road and to the North by the access road. The crew examined exposed surfaces, plant undergrowth and detritus, rodent mound fill, and other natural and cultural topography (the dyke banks, the road berm leading to the bridge) for identifiable archaeological deposits. The crew identified no surface archaeological deposits. The only cultural materials noted by any crew members were consistent with recent refuge activity--survey stakes and some PVC fragments related to the planting of native trees at the South end of the survey area, for surface stabilization and habitat. This survey included surface examination of drilling spots for the 21 Federal Highways drill sites (Figure 16). Surface examination revealed no artifacts within 1m (3 feet) of any drilling site. Close examination of sediments brought up by the mechanized drill (Figure 17) likewise revealed no cultural resources, but only sterile parent sediments. Two auger holes, 10cm in diameter and 1m deep, were placed a few cm adjacent to boreholes C13018 and C13019, the matrix being screened through 1/8" wire mesh. No cultural artifacts or culturally-modified matrices were identified.

In sum, no aboriginal or historical artifacts or features were identified in the survey.

River S Entry Station Area B (Map: Figure 5)

This section of historically-constructed road just North of the existing U.S. Fish and Wildlife Service kiosk at the entrance to the River S Unit (area B) was surveyed by two archaeologists. No premodern artifacts were identified in the survey.

Carty Unit Pedestrian Pathway Area A: Canyon (Map: Figure 6)

This survey area included steep, boggy and Gee-Creek watershed bottom terrain adjacent to and East of the Union Pacific railroad. Numerous modern cultural debris items, including modern soda cans and bottles, were identified adjacent to the railroad tracks. In the Northwestern portion of the survey area, roughly 10m (28 feet) East of the railroad track, two artifacts were found on the surface of modern leaf litter. The first is a 'Wildroot' hair tonic bottle (Figure 19) bearing a bottom stamp (Figure 20) indicating a date of manufacture after 1945 (SHA 2014). The Wildroot hair tonic company, of Buffalo, New York, began manufacturing hair tonics in 1911 and continues today. The second item is a china cup (Figure 21) bearing a maker's mark indicating manufacture by the Shenango China Company, Pennsylvania, dating from the 1920's to the 1950's (interestingly, Shenango China was often used in railroad dining car sets through the 1950's). Neither item can be securely dated to within a decade, and each was found atop recent leaf litter, suggesting recent movement; I suggest these were found elsewhere, perhaps in the vicinity of Ridgefield residential housing to the South, and redeposited in this area. The items were not collected.

Farther South in this survey the margin of the treeless upland area (Figure 24) was surveyed, yielding no cultural items. In treed areas, surface organics were occasionally cleared away to examine the current loam (Figure 25), consistently revealing only nonanthropogenic sediments lacking cultural modification, such as compaction, thermal alteration, inclusion of burned animal bone, concentrations of charred edible organics, lithic debitage and other traces of aboriginal activity commonly known in this landscape (Ames et. Al. 1999). Running roughly North / South, a few meters West, into the treed area of the survey area, a discontinuous section of barbed wire was found, including some around which a cottonwood tree (*Populus trichocarpa*) had grown (Figure 26). The girth of the cottonwood suggests an age of over a century (U.S. Forest Service 2014) and the barbed wire's closest match is to the 'E.A. Beers Flopover Barb' type (Figure 27), dating from after 1880 (Washington Rural Heritage, 2014).

At the lowest elevation of the survey area, Gee Creek was identified as passing through a culvert under the Union Pacific railroad. In Figure 29 (facing West), note the concrete reinforcement of Gee Creek bank (white, horizontal arrow) and Gee Creek passing

through culvert beneath railway bed (yellow, vertical arrow) some 8m (25 feet) higher in elevation. This indicates the significant disturbance to which the Western margin of Gee Creek must have been subjected during construction of the Union Pacific railroad, mentioned above as commencing regularly (after a brief, aborted first attempt a decade earlier) in 1900. East of this disturbed area, however, the ground slopes rather steeply up towards the meadows South and West of the Ridgefield National Wildlife Refuge Offices; the slopes are so steep, in fact, and rocky beneath the forest humus, that much of the survey area would not serve as a habitation site for either aboriginal or Euroamerican peoples. Figure 29, looking downslope West, shows slumping, boggy terrain just downslope of a slowly trickling spring (note the different vegetation in the runoff zone downslope), which contributes to my feeling that the bulk of the steeper portion of this survey area would not have been suitable for any habitation.

In sum, several artifacts superficially subject to Section 106 consideration were identified; a hair tonic bottle, a china cup and a section of barbed wire. However, each is difficult to date with precision to within a decade, and in the case of the barbed wire, while the design was patented in 1880 and the item has been engulfed by a cottonwood tree, the actual age of the tree is indeterminate, and the barbed wire fence might have been installed decades after manufacture (and it need not have been produced immediately in 1880, but perhaps decades later).

Carty Unit Pedestrian Pathway Area B: Roadside (Map: Figure 6)

This survey area continued South of Area A, described above, and held close to the West side of NW Main Avenue. The area yielded numerous modern alcoholic beverage containers, including clusters of cans and a plastic Crown RoyalTM whisky flask (Figure 30). An enameled wash basin, dating to the modern era as a price sticker was found affixed to the side, was also found (Figure 31) and considered to be unrelated to the single-family dwelling of unknown construction date, identified in the WISSARD site search (reported above in *Record Search Results*) located on Ridgefield tax parcel 406000116421 (see Figure 5).

In sum, no aboriginal or historical artifacts or features were identified in the survey.

Carty Unit Pedestrian Pathway Area C: USFWS Office Parcel (Map: Figure 7).

This treeless survey area (Figure 32) yielded a small split cobble (Figure 33) roughly 10m (33 feet) South of the access road forming its Northern boundary. Under the hand lens at 10x the cobble was determined to lack diagnostic usewear or manufacture traces well-known on the Lower Columbia River (Smith 2006), and the item was deemed to derive from the cobbled roadbed mentioned above. Several rodent tills examined in the field revealed specks of reddened, presumably thermally-altered sediment, but the quantities were too small to suggest cultural origins, and more likely represent natural fire episodes.

In sum, no aboriginal or historical artifacts or features were identified in the survey.

Recommendations

River S Access Road

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

River S Access Turnout / Railway Area

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

River S Entry Station Area A

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

River S Entry Station Area B

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

Carty Unit Pedestrian Pathway Area A: Canyon

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

Carty Unit Pedestrian Pathway Area B: Roadside

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

Carty Unit Pedestrian Pathway Area C: USFWS Office Parcel

As no artifacts or features subject to Section 106 were identified, no further archaeological investigation is recommended in this survey area.

Appendices

References

- Washington Rural Heritage, 2014. Earl Williams Barbed Wire Collection Online Database. Online at http://digitalwa.statelib.wa.gov:2012/cdm4/item_viewer.php?CISOROOT=/grandview&CISOPTR=278&CISOBOX=1&REC=4.
- RWCN, 2014. Restaurant Ware Collectors Network Shenango China Identification Book. Available online at <http://www.restaurantwarecollectors.com/datecodes/shenango-backstamps.pdf>.
- SHA, 2014. Society for Historical Archaeology Historic Glass Bottle Identification & Information Website. Online at <http://www.sha.org/bottle/index.htm>.
- U.S. Forest Service, 2014. *Populus trichocarpa* Torr. & Gray (Black Cottonwood). Online at http://www.na.fs.fed.us/pubs/silvics_manual/volume_2/populus/trichocarpa.htm.

Figures

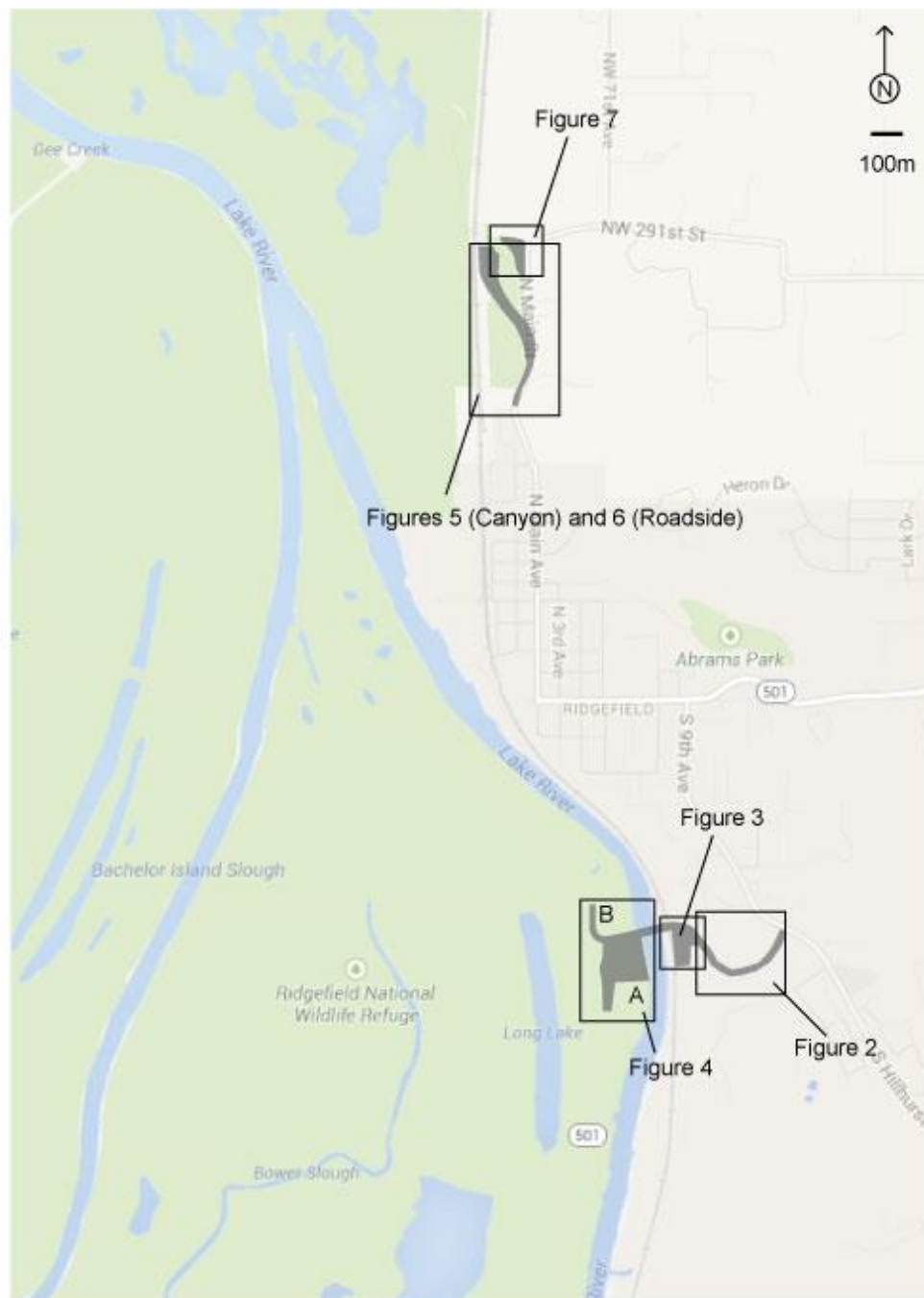


Figure 1. Overview of Research Area.



Figure 2. Map of River S Access Road Area.



Figure 3. Map of River S Access Road Turnout / Railway Area.



Figure 4. Map of River S Entry Station Areas A and B. See text for description.



Figure 5. Map of Carty Unit Pedestrian Pathway Area A: Canyon (star marks location of historic property discussed in text).



Figure 6. Map of Carty Unit Pedestrian Pathway Area B: Roadside.



Figure 7. Map of Carty Unit Pedestrian Pathway Area C: USFWS Office Parcel.



Figure 8. Survey at River S Access Road Area: Upper road area showing pedestrian survey.



Figure 9. Survey at River S Access Road Area: Upper road area showing canyon to South of roadbed (looking SW).



Figure 10. Survey at River S Access Road Area: Upper road area showing steep roadcut (in Troutdale Formation) to North of roadbed (looking NE).



Figure 11. Survey at River S Access Road Area: Close-up of loose composition of Troutdale Formation exposed North of Roadbed.



Figure 12. River S Access Road Turnout / Railway Area: Close-up unidentifiable iron item next to railroad track.



Figure 13. River S Access Road Turnout / Railway Area: Examination of Troutdale Formation exposure immediately East of railway.



Figure 14. River S Access Road Turnout / Railway Area: Recently-struck quartzite cobble immediately adjacent to railway, 100m South of River Access Road and Railway junction.



Figure 15. River S Entry Station Area A: Pedestrian survey in Meadow to South of bridge.



Figure 17. River S Entry Station Area B: Federal Highways Drilling Rig.



Figure 18. Carty Unit Pedestrian Pathway Area A (Canyon): Wildroot Hair Tonic bottle found 10m E of railway.



Figure 19. Carty Unit Pedestrian Pathway Area A (Canyon): Wildroot Hair Tonic bottle found 10m E of railway (detail 1 of 2).



Figure 20. Carty Unit Pedestrian Pathway Area A (Canyon): Wildroot Hair Tonic bottle found 10m E of railway (detail 2 of 2).



Figure 21. Carty Unit Pedestrian Pathway Area A (Canyon): Shenango china cup found 10m E of railway.



Figure 22. Carty Unit Pedestrian Pathway Area A (Canyon): Shenango china cup found 10m E of railway, detail of maker's mark (detail 1 of 1).

SHENANGO CHINA

New Castle, Pennsylvania

PAGE 4

[Click here to return to Shenango China IDwiki.](#)



1920s-1930s



1920s-early 1950s



1930s-early 1950s



1930s-1948 (decal)



RimRol 1939-1948

1930s-1948
(on Ivory body)

Figure 23 Carty Unit Pedestrian Pathway Area A (Canyon): Shenango China Company Makers Mark Identification. Source: Restaurant Ware Collectors' Network Shenango China Identification Book (RWCN 2014).



Figure 24. Carty Unit Pedestrian Pathway Area A (Canyon): Photo looking ESE, showing terrain sloping down from refuge office area (off-camera left) towards Gee Creek drainage and railway (off-camera right).



Figure 25. Carty Unit Pedestrian Pathway Area A (Canyon): Typical oak forest humus exposed by clearing away leaf litter. No cultural modification of the matrix, or artifacts, are evident.



Figure 26. Carty Unit Pedestrian Pathway Area A (Canyon): Cottonwood tree grown around barbed wire.

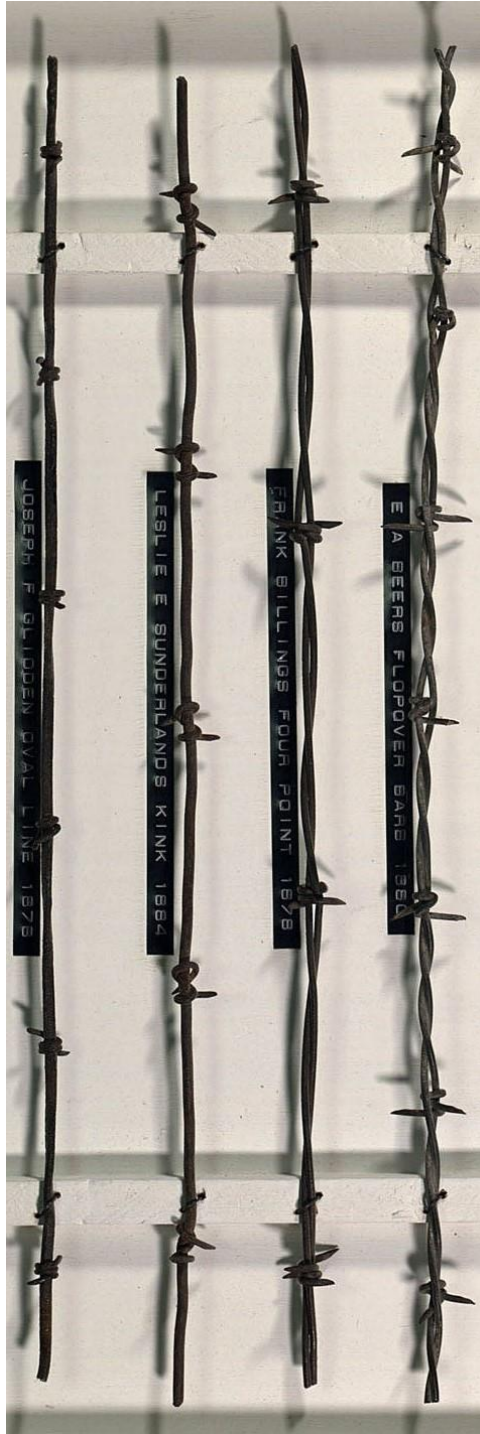


Figure 27. Carty Unit Pedestrian Pathway Area A (Canyon): Earl Williams Barbed Wire Collection photo (rotated) showing possible match of wire shown in Figure 26 with ‘E.A. Beers Flopover Barb’ produced beginning 1880. Source: <http://content.statelib.wa.gov/cdm/singleitem/collection/grandview/id/278>.



Figure 28. Carty Unit Pedestrian Pathway Area A (Canyon): Gee Creek passing through culvert beneath railway bed (yellow, vertical arrow). Note concrete reinforcement of Gee Creek bank (white, horizontal arrow). Photo looking West.



Figure 29. Carty Unit Pedestrian Pathway Area A (Canyon): Slumped ground immediately downslope of a spring, leading down to Gee Creek. Photo looking West.



Figure 30. Carty Unit Pedestrian Pathway Area B (Roadside): Modern plastic Crown Royal™ bottle.



Figure 31. Carty Unit Pedestrian Pathway Area B (Roadside): Enameled tub of modern manufacture.



Figure 32. Carty Unit Pedestrian Pathway Area C (USFWS Office Parcel): Pedestrian survey; photo looking East.



Figure 33. Carty Unit Pedestrian Pathway Area C (USFWS Office Parcel): Split pebble found 10m S of NW 297th St Extension, ant North end of this survey parcel.

Tables

Table 1. Federal Highways Subsurface Investigation Plan Drilling Identifiers and Latitude / Longitude Coordinates.

Hole #	Latitude (Deg.)	Longitude (Deg.)	Estimated Depth (FT)	Purpose
B13-01	45.8073	-122.7413	100	bridge foundation
B13-02	45.8073	-122.7407	100	bridge foundation
B13-03	45.8075	-122.7399	100	bridge foundation
B13-04	45.8075	-122.7392	70	bridge foundation
B13-05	45.8071	-122.7413	100	bridge foundation / fill/ retaining wall
B13-06	45.8074	-122.7397	100	bridge foundation
B13-07	45.8074	-122.7392	70	bridge foundation
B13-08	45.8074	-122.739	50	fill/retaining wall
B13-09	45.8075	-122.739	50	fill/retaining wall
B13-10	45.8075	-122.7387	50	fill/retaining wall
B13-11	45.8074	-122.7388	50	fill/retaining wall
C13-12	45.8073	-122.7413	100	bridge foundation
C13-13	45.8071	-122.7413	70	bridge foundation
C13-14	45.8073	-122.7406	70	bridge foundation
C13-15	45.8072	-122.7406	70	bridge foundation
C13-16	45.8073	-122.7401	70	bridge foundation
C13-17	45.8075	-122.7399	70	bridge foundation
C13-18	45.8071	-122.7415	70	fill/retaining wall
C13-19	45.807	-122.7418	70	fill/retaining wall
C13-20	45.8072	-122.7416	70	fill/retaining wall
C13-21	45.807	-122.7424	70	fill

